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captain sign a certificate to the effect that there are no persons on board who have not been inspected by me and will then give him a certificate of inspection. I will also give the ship's surgeon sufficient material with which to vaccinate all persons aboard, requiring a receipt from him for same and a written agreement to vaccinate all persons aboard within three days after leaving this port, such persons as have refused vaccination to be reported to the quarantine officer on arrival at destination. I inclose copies of the forms used for the captain's certificate, the certificate of inspection, and the ship's surgeon's receipt for vaccine material.

In accordance with the foregoing, the owners of the *Centennial* were advised that if they would notify me after her last passenger was aboard and just before sailing, I would inspect their vessel and the passengers and give the captain a certificate of inspection. They promised to notify me in time but failed to do so, the vessel sailing this morning without inspection.

The steamship *Santa Ana* and the steamship *Nome City*, both leaving for Seattle, Wash., were inspected this afternoon just before sailing. The former had on board 45 crew and 303 passengers, and the latter, 63 crew and 386 passengers. The captains were given certificates of inspection and the ship's surgeons sufficient material to vaccinate all persons aboard.

Respectfully

BAYLIS H. EARLE,
Assistant Surgeon, U. S. M. H. S.

[Inclosures.]

NOME, ALASKA, September 18, 1900.

SIR: You are hereby informed that on and after this date inspection of vessels plying between Alaskan ports will not be required unless there be sickness aboard. In case of sickness aboard, the captain will fly a yellow flag or else have the owner's representative ashore, notify the quarantine officer, and under no circumstances will he allow communication with or from the shore until after inspection by the quarantine officer or his assistant. A violation of this rule will be prosecuted to the full extent of the law.

Vessels leaving ports outside Alaska will, however, be inspected as heretofore, whether they come direct to Nome or via other Alaskan ports.

NOME, ALASKA, September 29, 1900.

SIR: I have the honor to transmit herewith weekly report of transactions at this quarantine station for week ended September 29, 1900.

The following named outgoing vessels were inspected just before sailing: September 26, steamship *Corwin*, for Seattle, 33 crew and 17 passengers; September 27, steamship *R. P. Elmore*, for Seattle, 11 crew and 1 passenger; September 29, steamship *Albion*, for San Francisco, 20 crew and 65 passengers; and September 29, steamship *Charles D. Lane*, for Seattle, 55 crew and 526 passengers. Their captains were given certificates of inspection and their surgeons sufficient material for vaccination of all persons aboard.

An authentic report states that the schooner *Lady George* mentioned last week as having broken the quarantine regulations in force in this port, was lost in Norton Bay during the recent storm.

NOME, ALASKA, October 13, 1900.

SIR: I have the honor to transmit herewith weekly report of transactions at this quarantine station for week ended October 13, 1900.

The following named vessels were inspected just before sailing today: Steamship *Valencia* for Seattle, 68 crew and 87 passengers, and steamship *Robert Dallas*, for Seattle, 65 crew and 375 passengers.

Steamship St. Paul for San Francisco inspected at Nome.

NOME, ALASKA, September 9, 1900.

SIR: I have the honor to report that by request of her captain, I this afternoon inspected the steamship *St. Paul*, having on board 66 crew

and 60 passengers, and leaving for San Francisco, Cal., via Seattle, Wash. The inspection was made just prior to the vessel sailing and a statement was signed by the captain to the effect that there were no persons aboard who had not been inspected by me. I then gave him a certificate stating that in my opinion the vessel would not carry quarantinable disease and that the port of Nome is now free from any cases of same.

Respectfully,

BAYLIS H. EARLE,
Assistant Surgeon, U. S. M. H. S.

[Telegram.]

NOME, ALASKA, October 20,
Via Port Townsend, Wash., November 6, 1900.

Nome now free quarantinable disease. Clean bills of health granted.
EARLE.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

Vessels bound for Nome inspected at Seattle.

SEATTLE, WASH., October 23, 1900.

SIR: I have the honor to report that the following vessels have been inspected at this port from September 27 to October 22, 1900, viz:

Vessels sailing for Cape Nome.—October 1, steamer *Chas. Nelson*; crew, 30; passengers, 13; steamer *Roanoke*, crew, 82; passengers, 13. October 4, steamer *Ohio*; crew, 107; passengers 12; steamer *Oregon*, crew, 70; passengers, 14. October 5, steamer *Senator*; crew, 79; passengers, 21. October 6, steamer *Kimball*; crew, 58; passengers, 8. October 10, steamer *Santa Ana*; crew, 31; passengers, 9; steamer *Centennial*; crew, 54; passengers, 7.

Respectfully,

D. E. ROBINSON,
Assistant Surgeon, U. S. M. H. S.

Asst. Surg. M. H. FOSTER,
*In Command Puget Sound Quarantine Station,
Port Townsend, Wash.*

Arrival at Baltimore of vessels from West Indian and South American ports.

BALTIMORE, MD., November 3, 1900.

SIR: I have the honor to report the arrival at this port of the following named vessels from the ports indicated for the week ended this day: October 29, American barkentine *Good News*, from Rio de Janeiro, with coffee. November 2, British steamship *Skerryvore*, from Daiquiri, with iron ore. November 2, British steamship *Bellaïsla*, from Tocopilla, Chile, with nitrate of soda.

Respectfully,

WM. F. STONE,
Collector.